

RFP 2015 – 091

Traffic Data Management System Questions and Answers

#	QUESTION	ANSWER
1	“reference Appendix H, section 25.12.7 Intellectual Property. The first paragraph indicates that all intellectual property rights go to the vendor with a license for use by the State. Under the license for use by the state, the State has the right to produce, publish, or otherwise use such software, source code, object code, ... etc. Under your interpretation of this paragraph, will the State have the authority to redistribute the source code for this project to anyone that the State wants?”	Typically, the State will enter into a Software License Agreement (SLA) with the Vendor covering the terms of use. Vendors should include their SLA with their Proposal. It is not the State’s intent to redistribute source code or software licenses to others without the consent of the Vendor.
2	“would you please confirm that all the files associated with this RFP include the base RFP document, two additional word files with two additional PDF files constituting part 2 through part 5, and the excel spreadsheet for Table C2? If there are any additional files related to the RFP, please identify them and indicate where I can retrieve them.”	All documents associated with the RFP are posted at the following website: http://www.admin.state.nh.us/purchasing/RFP%20DOT%202015-091.pdf
3	“What type of field equipment do you use for traffic counting?”	NHDOT presently utilizes the following equipment/manufacturers: ECM weigh-in-motion (loop-piezo input); Diamond ATR machines (loop and tube input); Peek Sabre ATR machines (loop input); JAMAR ATR machines (tube input); JAMAR manual count boards; Wavetronix (portable trailer mounted radar unit); Miovision Scout video collection units, and Xerox toll collection system. In addition, some of our partner regional planning agencies utilize MetroCount ATR machines (tube input).
4	“Please confirm the limit of the vendor’s activity is to providing the software and that the vendor is not required to operate and maintain any sensor in the field.”	The vendor is not required to operate and maintain any sensor in the field.
5	“How much archived data (measured in Megabytes) do you have that needs to be transferred into the new system?”	We estimate that the total size of migrated data files will be less than 1.0 (one) gigabyte.
6	“Would you please confirm that your hardware requirements are blank and that you want the vendor to identify the hardware requirements as a part of the proposal?”	The hardware requirements table in the RFP was left intentionally blank. The State would like the Vendor to identify the hardware requirements needed to run their Proposed Solution. If a hosted solution is proposed, hardware identified would be for informational purposes only.
7	“Would you please confirm that the duration of the contract is one year with five option years for a total duration of 6 years maximum?”	The Vendor’s initial term will begin on the Effective Date and extend through 06/30/2017. The term may be extended annually up to an additional six years (“Extended Term”) at the sole option of the State, subject to the parties prior written agreement on applicable fees for each extended term, up to but not beyond June 30, 2023. It is anticipated that the Effective date will begin in July 2015, so the initial contract is two years with six option years for a total of eight years.

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8	“Would you please confirm that the DOT will provide any required software interface to your existing sensors and that the DOT will provide any required software interface to any equipment procured by the State in the future? If the DOT will not provide the software interface, would you confirm that the vendor will be responsible for providing the software interface?”	The intent of RFP (in part) is to secure a vendor with a software solution that has the ability to read raw data files from common traffic counting devices and manufacturers. NHDOT does not use any equipment that is regarded as special or unique. We utilize equipment that is common, if not ubiquitous, in the traffic data collection industry. Accordingly, NHDOT will not be providing software interfaces.
9	“Do you have a preferred or default GIS datum eg NAD 83, NAD 85?”	NHDOT utilizes NAD83.
10	“How do you want to integrate new count stations or new roads into the system and how large do you expect the system to expand over the next 6 years?”	The solution/system should be able to accommodate new counts stations associated with programmatic requirements (FHWA requirements, NHDOT project needs, etc.). The ability to dynamically add or subtract count stations by the end user should be part of functionality of the solution/system. While not static, the overall number of stations, on an order of magnitude basis, has not changed drastically in the last decade. The most critical recent changes have been associated with: FHWA requirements that AADT on interstate/controlled access ramps now be reported as part of the HPMS submittal; and changes to Federal Aid roadways (either being added to the Federal Aid system, or being taken off the Federal Aid system) and Urban Boundary changes, resulting from data obtained through the 2010 census. Barring significant alterations to programmatic requirements (mandated by FHWA or internal needs), we do not foresee major changes to the overall number of count stations; however, NHDOT can make no guarantee that external requirements, perhaps mandated by changes in Federal statute or regulations, will not change.
11	“Who will be the NHDOT Program Manager for this project?”	The Program Manager/primary point of contact is Robert E. Bollinger, P.E., PTOE; rbollinger@dot.state.nh.us ; 603-271-8010.
12	“What Geographic Information System do you use, ESRI or something else?”	ArcGIS 10.2.2 for Desktop, Version 10.2.2.3552
13	“If you could have additional or improved features beyond those specified in the current requirements, what features or capabilities would you like to have?”	NHDOT’s requirements are contained within the original RFP documentation, specifically Table C-2.
14	“Is there a budget for this project?”	The initial project budget is up to \$300,000.00 (three-hundred thousand U.S. dollars).

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15	“Can we add to our hosting offer an optional service to perform the regular, nightly polling of the DOT's permanent counters?”	An optional polling service may be included in this solution; however, at this time NHDOT does not have enough autopolling sites such that an optional polling service would be a point of consideration.
16	“If so, and the State does not take up this option, will it remove the fee attributed to the optional polling service from the overall price offer and then re-compute the pricing score? (We would not want to make any optional offer that could result in a penalty on score)”	If a vendor submits a solution that includes an optional autopolling solution, said vendor would not incur a scoring penalty.
17	“Does the state have any need to use data from its permanent counters for emergency operations, such as to provide real time traffic counts during a hurricane?”	No
18	“Does the State have any need to use data from its permanent counters for any other temporary, real time event?”	No
19	“Does the State have any interest in delivering its count data on mobile devices?”	No
20	“Can you confirm the State wants to load data from MetroCount and Wavetronix devices?”	The solution should be able to load data from MetroCount and Wavetronix devices.
21	“How does the State intend to communicate changes to its road network with the new system?”	The NHDOT’s Linear Reference System dataset is formatted as an ESRI Shapefile on a yearly basis as part of the HPMS submittal. An ESRI Shapefile will be provided to the Vendor in order to communicate updates to the road network. The vendor should propose a solution that detects and incorporates changes to the road network.
22	“Is the State's LRS "directional"? For example, do North/South roads have two road section IDs: one pointing North and the other South?”	NHDOT’s LRS is “directional.” NHDOT has a "dual carriageway" (i.e. separate NB/SB and EB/WB roads) system for interstate/controlled access (turnpike) facilities that have divided highways.
23	“For the hosting service map base-layer, does the State have a preference for viewing its data on Google maps, ESRI maps, Bing, a hybrid solution, or something else?”	Presently, NHDOT is utilizing a hybrid with ArcOnline and Web maps hosted on our GIS server. Our preference is to continue in this manner.
24	“How does the State intend to handle unexpected data quality issues?”	If an error is discovered in historical data (processed and/or validated prior to the acquisition of the solution), NHDOT will deal with those issues on a case by case basis. For data processed and/or validated post solution acquisition, per the RFP language, it is required that the proposed solution must provide quality control and quality checking of data and must validate field-collected traffic data, notify the user of data validation errors and allow the user to correct the errors.

[illegible]